

WEDNESDAY, FEBRUARY 5, 1902. Subscriptions by Mail. Postpaid.

DAILY, per Month . .. DAILY, per Year SUNDAY, per Year.... DAILY AND SUNDAY, per Year... DAILY AND SUNDAY, per Month. Postage to foreign countries added.

THE SUN, New York City.

PARIS-Elosque No. 12, near Grand Hotel, and Riosque No. 10, Boulevard des Capucines.

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Senator Hoar's Outrageous Bill.

An infamous and wicked bill, nominally defining conspiracy in connection with labor strikes, was ordered favorably the Judiciary on Monday last. This bill provides that "no agreement, combination or contract by or between two or done, or not to do or procure to be done, any act in contemplation or furtherance of any trade dispute * * * between employers and employees who may be engaged in trade or commerce between the several States, or between any Territory and another, or between any Territory or Territories and any State or States or the District of Columbia, or with foreign nations, * * * shall be deemed criminal; nor shall those engaged therein be indictable or otherwise punishable for the crime of conspiracy if such act committed by one person would not be punishable as a crime; nor shall such agreement, combination or contract be considered as in restraint of trade or commerce, nor shall any restraining order or injunction be issued with relation thereto."

Notwithstanding the fact that Senator Hoan has been made use of for several years past as the mouthpiece for the enunciation of various eccentric views. hitherto we have always regarded the senior Senator from Massachusetts as a man of knowledge, of good impulses, and as naturally disposed to uphold impartially the rights of property and the safeguards of the Constitution. It is apparent that he has now again been imposed upon by some schemers prompted by sinister motives.

It is strange that a committee supposed to be composed of lawyers should favor the enactment of a bill so pernicious and so dangerous to many vested public interests as is this proposed law. The language of the bill shows an utter and entire misconception of the meaning of the word "conspiracy," for it practically pullifies all existing Federal laws against conspiracy, and it endangers the future of every great railroad company or common carrier engaged in interstate commerce. It not only removes every restriction of the criminal law, but it also abolishes and takes away the civil remedy by injunction now granted for the protection of parties engaged in interstate commerce.

Every man familiar with the law of conspiracy knows that there are many acts which may be harmless if committed by one person or by an individual, but which become dangerous to the public welfare and to the rights of property if committed by two or more individuals, and that the mere combination or conspiring together of several or many persons to do an injury to another is one of the gravest offences which have been the outcome of our modern civilization. As the great Lord MANSFIELD said in a celebrated case: "The offence does not consist in doing the acts by which the mischief is effected-for they may be perfectly indifferent-but the conspiring with a view to effect the intended mischief by any means. The illegal combination is the gist of the offence."

The intent of a single individual to injure one or to wreak his revenge on another or to gratify his vindictive purpose kept within the vengeful man's own breast, is comparatively harmless; but whenever two or more persons conspire or agree to injure another, their combination and joint purpose become criminal, and, as the law now stands, are not only subject to punishment as a crime, but also to the control of a Court of Equity, for if the purpose of the conspirators is the injury of another. . a Court of Equity will interfere and will grant an injunction order.

The difference between an act done by an individual and one done by a combination or conspiratey of individuals was well indicated by Judge TAFT, who said: "Such combinations are said to be unlawful conspiracies, though the acts in themselves and considered singly are innocent, when the acts are done with malice, i. e., with the intention to injure another without lawful excuse."

If two or more persons now conspire lawful trade or calling or doing any other lawful act by coercion, force, threats or intimidation, a crime is committed. This wholesome and necesaary restraint by existing law is to be absolutely removed, and by the very terms of the new bill conspirators are encouraged to engender new plots against property and business and the common is due to the fact that the Bath Iron rights on which they rest, and to seek to destroy not only the great common MAND, a successful French builder. carriers of the country, but all corpo- which they bought from him complete. rations or persons engaged in interstate All the vessels built on the Depart-

trade or commerce. This bill seeks to glorify and beatify the acts of men like DEBs. It removes every restraint of civil and criminal law against the carrying out of such combinations and conspiracies as those which took place in May, 1894, in Chicago, when twenty-two ratiroad companies, engaged in the business of interstate transportation of passengers and freight. were held up because of the dispute between the Pullman Palace Car Company and its employees; when a boycott against the cars of the Pullman Palace Car Company was declared, and certain railroads running out of Chicago were

Union were then ready, if necessary, to carry out their vindictive combination and conspiracy, to tie up and paralyze the operations of every railroad in the United States, and the business and industries dependent thereon. At this juncture the Circuit Court of the United States interfered, and by its order of injunction checked and stopped the criminal operations of the conspirators.

If this proposed bill shall become law. no graat common carrier, no railroad company engaged in the transportation of freight and passengers, will be safe in its operations. Nearly every conspiracy or combination which to-day is criminal, save those to commit murder or larceny, will not only be tolerated, but will be sanctioned by law, and we shall enter upon an era of intimidation and anarchy hitherto undreamed of in this country. BRYAN in his wildest moments and in his maddest denunciation of "government by injunction" could reported by the Senate Committee on not have asked for more than is contuined in this bill, now calmly fathered by the aged Senator from Massachusetts. And the danger cloud shutting in more persons to do or procure to be about the railroads would hang over every cit zen in the United States.

Getting Down to Facts.

Newspapers floating in the clouds of generalities have sooner or later to come down to the solid earth of precise and concrete statement. A Schley fanatic has thus fallen, so that one may deal with it as a sane mortal, instead of a phantom maddened with prejudice.

The Scranton Truth, crowded in the effort to establish SCHLEY as the "Commander at Santiago," ventures upon this plain and intelligible statement regarding Sampson:

" Sampson was neither in sight or hearing the wonderful battle."

CERVERA's fleet issued forth somewhere between 9:35 and 9:40. The New York's log shows that she heard and saw the Spaniards, and turned in consequence, at 9:40. At this time her distance from the Morro was, according to the testimony of Rear Admiral SAMPson and the commanders of the Hist and Ericsson, which accompanied her, somewhere between seven and one-half and five and one-half miles. Placing the Gloucester and Indiana in their places, the New York would have been from three to five miles from those ships, or probably nearer the Gloucester, the marker of the fleet's command, so long as the commander was on that side of the blockade, than the Brooklyn.

Under these circumstances, to say that Admiral Sampson ever lost "command " of the fleet, or that the status of SCHLEY, virtually the commander of the Brooklyn only, ever changed to that of "fleet commander," is contrary to military propriety, fair play and fact. And it is to be noticed that SCHLEY

has endeavored to prove his "command " with the testimony above cited staring him in the face from the official record, and that he has never assailed it except by a surreptitious letter to a newspaper friend, urging the latter to publish as a "fact" a cock-and-bull story about the New York's launching a boat in the harbor of Siboney.

Torpedo Boats Reconsidered.

The torpedo boat question, which involves also that of torpedo boat destrovers, is revived by the report of a naval board appointed to inspect the vessels now building and by a very unusual request made by the builders. The latter have applied to the Secretary of the Navy for payments amounting to an increase of 40 per cent, over the contract price, on the ground that the work has proven much more costly than was expected, and that in nearly every case they have lost largely. Of course the Secretary can make no such allowance; but if he deems the request fair, his indorsement will be of weight when Congress comes to decide upon it, as it will be called upon to do without doubt.

The torpedo craft now under construction were authorized in May, 1898. The bids were so low that the Department warned the bidders that they would probably lose money. As it is, two contracting firms have already failed, and it may be a mere matter of policy to allow the increase asked.

Thirteen firms bid for the boats three years ago, contracts being awarded to twelve, of which only two had built such boats. Though all the vessels should have been completed by the summer of 1900, only five have yet been accepted by the Government. The board says:

"The building of successful torpedo vessels having the ' highest practicable speed ' is an occu pation that requires designing talents of a high order and prolonged experience in construction. There are comparatively few successful builders of torpedo vessels in the world, but the attempt was made in this country to rival the best results attained abroad with designs which were not based to prevent another from exercising a on the known results of a large number of previous vessels, and by builders whose knowledge and ex perionce were of a limited character."

> It is little wonder, though the board does not say so, that the results have not come up to the expectations. Official designs have proved inadequate and private designs, except in one case, have likewise failed. The exception Works followed the designs of Nonment's designs that have been tried are greatly overweight and appear subject to excessive vibrations causing gun play. He was also a prudent citibreakdowns when the machinery is run | zen and accumulated some \$50,000. But

at high speed. None of the sixteen destroyers, the board reports, will reach even the minimum speed required for their acceptance. " It is probable that no one of them will be an entirely satisfactory vessel." The torpedo boats are in like Fort Sill and Fort Reno. That stage condition; except those built on Non-MAND'S plan, they are reported as being "deficient in stringers to resist vibrations at the stern and the effect of waves on large flat surfaces at the The night before it began work, the

contractors if it does not wish to force them to the wall

In view of the experience of the British Government with destroyers constructed too lightly, and of the recent decision of the British Admiralty to build slower and stronger torpedo craft, it might be expedient for us to cause the vessels now under construction to be strengthened even at a certain loss of speed.

Killed in the Street.

The fatal accident of yesterday to Mrs. BARBARA KLINGE on Central Park West, is a warning not merely to automobilists, but to drivers of other vehicles, to motormen and particularly having alighted from a northbound Eighth avenue car at Sixty-fourth street, walked around the rear end of the car and started immediately to cross the street. While crossing the westerly car track she was instantly killed by an automobile going south.

Apparently Mrs. KLINGE, and also the woman who accompanied her, neglected to take the ordinary precaution of pausing a moment before crossing a car track when all but the passageway is hidden from view. But of course her failure in this respect did not justify the chauffeur, under the circumstances, in proceeding, even at a moderate rate of speed, at that point. If the reports of the accident, are trustworthy, he should have brought his vehicle practically to a standstill until he made certain that his way was clear. The fact that he could not see the woman in time to stop does not excuse him.

Fatalities like that of yesterday should impress upon all drivers the necessity of greater care when passing vehicles or objects of any kind from behind which pedestrians or other vehicles are likely to emerge.

Duels in Germany.

While Germany is still shocked by the scandalous duel in which Landrath VON BENNINGSEN was shot down by his wife's paramour, a Berlin State's Attorney, Dr. CUNY, has thought fit to deliver a eulogy on duelling. In a speech at a kommers of former corps-students, where he presided, he said:

" And the old foes of the student associations are the foes likewise of the knightly duel. We hold fast to the old German custom of our forefathers who delighted in the play of arms, we don't care to carry our rapiers merely at our beer drinking or in processions, we want to swing them in joyful combat. And though we do try to avoid abuses, and though it is becoming more and more usual to employ, not pistols, but the glittering sabre, yet we wish even to-day to declare that there are many affairs of honor that admit of no other solutio than a recourse to arms. So let the world of Philis. tines storm against university duels, we cling fast to them as an incomparable means of education."

Dr. CUNY concluded with a " Hoch to the Kaiser, whose ideas about duelling, he asserted, were those of the corpsstudents, and the university graduates cheered him wildly. The German newspapers want to know how duelling is to be checked if law officials of the Government are allowed to talk in this way in public

An Old Stage Driver.

Among the many ambitions of youth, not the least meritorious and lofty is the desire to drive a stage. To view the rest of the world from that sublime box seat, to be allowed to guide those somewhat shabby steeds, to have the joy of cracking the whip, to throw packages to the ground, to cast out a wise, oracular word now and then to the fortunate being who is privileged to share the box seat-why, a stage driver's life is the life for an active lad. A stage driver is almost as great as a highwayman, and decidedly superior to a robber in a cave. And the boys are right. Most stage drivers are or were great men. There was never another school for philosophers equal to the old Broadway 'bus drivers. There was never in war or circus a finer or more resourceful set of men than the stage drivers of the Far West. Down the canons of memory they are always clattering tremendously, with Indians or road agents in hot pursuit and a terrible bang! bang! bursting from roof and body of the creaking old coach. Ah, those were great days, now extinct as the buffale, or living only in Buffale BILL's Deadwood coach; and it is said that he is going to retire from the show business and give the coach to a museum.

We are reminded of these things by seeing that BEN TERRILL, once a stagedriver of credit and renown, is dead in Kansas. He drove stage in Colorado, Indian Territory, Arizona and Kansas. The more horses, the merrier. He loved to shake up his passengers when he came to a bad place in the road, which was sure to be bad enough in itself. Then and there he would drive like mad. The stage would tilt. The horses would rear and tear. A little pleasantry of the profession. TERRILL knew his business. At a tournament in Denver he won the prize offered to the driver who could " cut a figure 8 in the smallest space and keep the stage right side up. not necessarily its habitual posture.

Thirty-odd years ago TERRILL left Colorado and began to drive stage from Wichita to Fort Sill, I. T. Then he went to Arizona, where he speedily became a big chief. Some gentlemen of the road tried to hold up his stage and failed. The people made him Sheriff in compliment to his valor and coolness. He was a good Sheriff, and familiar with he had to leave it. Some gentlemen in the outlaw line proved too many for him. He retired from Arizona. He had come to it under equally exciting circumstances. In 1879 he was superintendent of the stage line from Wichita to company had the mail contract. When

in the town hall and decided to hang Disapproving the plan, he left

the town and State. The reminiscences of a shrewd and forcible character like TERRILL would be mighty interesting reading, as Uncle HORACE GREELEY used to say. Before many years the class of men to whom this old stage driver belonged may seem about as remote as the cave dvellers.

Major LEE's statement in the House of Commons yesterday that while in this country, engaged in buying horses for the British army in South Africa, he had had the opportunity, through the good will of a high official, of getting the services of the chief horse expert of the United States to incautious pedestrians. Mrs. KLINGE Army as adviser " calls for prompt investigation by the Government of this same country.

We have sold horses to England, as neutrality required. But to put one of our officials at her service in accomplishing what may be called the " crime of two centuries " is another matter.

It would certainly be a strange proceeding if the Citizens' Excise Committee should send, as it is reported they will send, a petition to the Governor of the State to

enforce the Excise law in this city. Responsbility for the enforcement of the Excise law rests first upon Mayor Low.

NEW RAILROAD SIGNAL.

Here Bertelmus, an Austrian Electrician, Exh bits a Device of Great Ingenuity.

Inventors never were more active than at present to devise means to prevent train wrecks, and this sort of activity is by no means confined to America. The London Chronicle describes a unique apparatus lately produced by Herr Bartelmus, an Austrian electrician, and exhibited for the first time in model form at a recent meeting of Austrian railway officials.

The Bartelmus device employs a single electric current whereby signals may be transmitted from moving engines to stations or signal boxes, and vice versa. The signal in a locomotive is placed close beside the engineer and, normally, shows white A white light, however, is meant not only to indicate safety, but to show that the apparatus is in working order. When one train approaches within a mile and a half of another on the same track the white light changes to green, which means that the engineer must proceed cautiously If he approaches within three-quarters of a mile of the train ahead the green signal disappears and a red light, warning him to stop, takes its place. And should be disregard the red light and run within somewhat less than one-third of a mile of the danger point, the apparatus automatically applies the brakes and brings the train to a standstill.

When a train leaves a station a bell is rung at the next two signal towers out on the line, and, in the case of a double-tracked or triple-tracked road, a special apparatus indicates which line the train is travelling over; thereby the men stationed at the various towers are enabled to know the exact location of approaching trains and, also, to warn other trains of imminent danger. As a further precautionary measure, an ingenious arrange ent automatically locks the signals after they have been set, thus preventing their being altered

by unauthorized persons.

Herr Bartelmus claims that his invention renders it absolutely impossible for trains to collide, whether they are proceeding in the same direction or in opposite direc-tions. And, he says, his system is every bit as effective in the case of a train standing at a station or at any point out on the road as it is where two moving trains are involved; so that rear-end collisions cannot occur. The inventor has published a not occur. The inventor has published a pamphlet describing his apparatus minutely and he invites all who may be sceptical concerning it to peruse the detailed account and to witness the operation of his model. The report does not state how the electricity is conducted to the engine. While the efforts of genius to provide means for the safe running of trains are

not be forgotten that too much intricacy in signals, with their consequent likelihood to become impaired or, for any reason rendered inoperative at a critical time, is apt to lead to disaster. Simplicity in railroad signals is one of the surest safeguards

HORSES AND WAGONS IN MID-AIR.

Cease to Work. The wagon elevators at Ferry street, Jersey City, which save horses a long pull up a steep and winding road from Hoboken to the Heights stopped suddenly at 7:30 o'clock yesterday morning while a truck was making the trip up on one lift and a laundry wagon was going down on the other. The machinery is run by electricity and the suspension of operations was caused by the wheels of the ascending lift becoming encased in ice. The teamsters took the matter as a joke at first and good-naturedly chaffed the engineer and his helpers as they tried to thaw out the wheels with boiling water. But as the hours passed and the lifts remained suspended in midair they indulged in stronger language. The horses were warmly blanketed and they received a double portion of oats at noon, and still the wheels wouldn't budge. Five hours later they began to move as if nothing had happened and the half frozen horses and their loads were soon on solid earth.

A "Sporting" Accident on a Railroad.

TO THE EDITOR OF THE SUN-Sir: While the local law-makers are endeavoring to settle the hazard railway methods that obtain in some other countries. The current issue of the Indian Engin of Calcutta gives an account of an accident to occurred on the East indian Italiway near Tundia.

A freight train left one of the stations on the single track fifteen minutes after another freight train had started. For some miles both can safely and then the foremost train was suddenly seen backing rapidly. Before the rear trials could be stepped a collision occurred, wreeking a number of cars, but fortunately killing no one. I pon hist train had sporting proposities. Noticing game along the track, he stopped the train, took its gun and strolled back for a shot. The breman was accommodatingly backing the train to pick up the sportsman when the accident occurred. From the testimony of the radius officials brought

She Defends Him.

Mannes-Pin glad you didn't accept Charley Litewate. He's a brookers fop.— Sac-Oh, I don't know, Mannes. It's opinion of me proves that he is not entirely including in

NEW YORK, Feb. 3.

ment for the readers of its february number.
Francis is Leung, who is certainly qualified, writes
of Washington, a city of partures. Waltam H. Burr,
a member of the Istimian Commission, writes of
the Maragan and Maragan and Maragan and Maragan. bow, and to render them seaworthy at least one panting stringer should be strikes among employees of all railroads hauling the Pullman company's cars.

The officers of the American Railway

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Town and to render them seaworthy at least one panting stringer should be run along at the bow and stern." The board thinks it will be necessary for the board thinks it will be necessary for the formula to deal leniently with the least one panting stringer should be run along at the bow and stern." The energetic and humorous trady and Francis Lynds and peace of the American Railway

TERRILL was suspected. At Wellington, Harvey M. Watts, besides an installment of hop-line to deal leniently with the least one panting stringer should be run along at the bow and stern." The horses at the stations on the route were stampeded. They were never recovered. The energetic and humorous trady and Francis Lynds and peace of the American Railway is a complete to began work, the least one panting stringer should be run along at the bow and stern." The horses at the stations on the route were stampeded. They were never recovered. The energetic and humorous trady and Francis Lynds and Prancis Lynds and Prancis Lynds and Railway is the stations of the stations on the route were stampeded. They were never recovered. The energetic and humorous trady and Francis Lynds and Prancis Lynds and

ART NOTES. Exhibition of American Pictures at Mac-

beth's. A small group of American pictures recently owned by a private collector and now on view at Macbeth's Gallery, contains several choice examples.

"The Apple Orchard," for example, by

Bliss Baker still further confirms the opinion

that a career of most brilliant promise was cut short by his death at the age of 32. His work, indeed, was already brilliant; technically in the very first rank, for such drawing as is displayed in the brook and meadow in the foreground of this picture is not of the birthnery kind. The construction is might be interpreted as a reflection on the extraordinarily convincing, the bright army; but he had had no such purpose in greens of the juicy herbage have been resolutely rendered and yet kept in artistic check; the meadow is full of detail that is unobtrusive, while still alive with intimate interest and the character of the apple tree, its tender leafage and the gnarled joints and windings of its structure, are given with rare truth and spirit. It is a picture abounding in the lush and lusty feeling of the spring Indeed, one might write beneath it Shakespeare's line: "How lush and lusty is the grass! How green! Baker was more than ordinarily awake to the lustiness of nature, to her strength as manifested in exuberance of forms of life, and there was an exuberance of vigor in his own craftsmanship that enabled him to compass problems that checkmate many painters. His point of view, so far as it nad extended, seems to have been absolutely objective; whether later development would have elicited from him a subjectivity of view or have enabled him to corral the multiplicity of nature's effects so as to make them tell as masses and thus yield something of their elemental poetry must remain, unfortunately for American art, a pure conjecture. But, even as he re-

mains, Baker is one of our bigger painters. By Dwight W. Tryon is an early "Moonlight," a picture of rich low tones, very solemn and affecting; drawn with his accustomed power and showing also the amount of meaning and suggestiveness that he is able to extract from the barest minimum of material. "A Coming Storm" must be accounted one of the finest (procurable) landscapes of the master. Beyond the olive brown and yellow foreground from which rise two wind-stunted trees, there is a flare of cold light on the horizon shredded around its edge by the dark swellen clouds that lower over the rest of the sky. The tones of the picture are full and sonorous; throbbing with agitation in the sky, gathered into solemn ground base in the landscape itself. The picture, in fact, is so fraught with the sug-gestion of emotional music that one hesi-tates to describe it; since its effect will cessarily be so different upon different

There are four examples by George all painted about the year 1886. "The Harvest Moon" is the most of these the harvest moon is the host important, representing a forest glade with a single figure entering the shadow of the foreground, which is framed in by great oak stems, while the foliage of the further trees is suffused wit; soft light from a blood-orange moon that swims in the earth mist below a pale, greenish-gray sky. It is quite a wonder of painting in the precision with which every part of the scene is subordinated to the unity of effect, theless yielding in place to the unobtrusive ness of the foreground; even drawing the eye back, while not preventing its attention to the details that it passes in the passage nor terminating the gaze with itself, but allowing the depth and immensity of the sky to be appreciated. In the manner of painting, too, there is not only entire suficiency for the purpose of creating the dusion, but such apparent inevitableness of manner. The impression realized is so clearly true and just as we would have it that the magic of the means may readily be overlooked: and magic, indeed, is the complete accord of hand and brain, to which even Inness himself always attained.

example. example.

Among the figure subjects "The Prisoner" by Henry F. Farny is particularly noticeable. It is the large water color which won the first prize of the American Art Association in 1885; representing an encampment of Indians upon the plains, and in the foreground a single brave, squatting before the body of an American soldier, who is laid on his back with the limbs staked to the ground in cruciform attitude. The picture is very cleverly painted, besides being full of dramatic and historical interest; one of those pict-ures of which there are far too few, to which every year is adding value. For our painters, as a class, have been indiffer-ent to the manifold suggestions of American history, and those who have hearkened to the prompting have not always painted with the skill and with the comprehension and unaffected sincerity displayed in this

POLICE STATION CLERKS GO. Col. Partridge Does Things to Increase

the Patrolling Force of Bluecoats. Forty patrolmen who have been doing clerical work in the police stations and thirty who have been ostensibly acting as detectives in the precincts were sent out on post yesterday by Commissioner Patrtridge. Except six precincts where there is more clerical work than the ser-

geants can handle, all of the captains have been ordered to send on patrol the police-men who have been doing nothing else but making out reports.

"I found that under the old two-platoon system," said Col. Partridge, "the sergeants

didn't have clerks to help them. Under the three-platoon system, when they have more time to themselves, they were sup-plied with clerks. In the precincts where there was the least to do there were two men helping the sergeants. I consider that the sergeants can get along without Col. Partridge has also decided that so

many plain clothes men are not needed in the precincts. Acting Captain Churchill of Fifth street had fifteen of these men. Now he has only six.

An Easy Messenger Job. From the Washington Post.

The position of messenger at the British Embassy is a place much sought, and is now, for the first time, held by a colored man. It is usually given to retired soldiers who have proved their loyalty to the Crown. This qualification is deemed essential because of the responsibility of the position. All State papers, secret reports and private documents are given to the messenger, and he is held responsible for their safe delivery upon a British vessel either at New York or at some Canadian port. Richard Donaldson, now deceased, was the last messenger. He served twenty years with the British Army in India and was appointed messenger in recognition of faithful service in the field and his unquestionable loyalty to the British Government. man. It is usually given to retired soldiers

The messenger's lob can be termed a sine-are. Once a week, or, perhaps, twice or three times a week, he goes to New York,

Covernment Gain From Money Orders.

Government than room Money Orders.

From the Boston Doily Advertiser.

One of the most remarkable things in connection with the Post Office Department is the fact that every year hundreds of drawn money orders are not paid. Those to whom they are made payable for one reason or mother full to present themselves at the paying office, and as a result the money reverts to the Government, after one year has chapsed. Last year the department realized nearly \$500,000 from this source.

TAFT PRAISES ARMY'S WORK And Says Continuation of the War by the

Filipinos Is a Crime Against Their People. WASHINGTON, Feb. 4 .- In the committee coom of the Senate Committee on the Philippines, Gov. Taft, the civil governor of the islands, resumed this morning his story of what has been done by the commission in the way of organizing provincial and town organizations.

Gov. Taft expressed his fear that a re-

mark made by him yesterday, as to the much larger number of surrenders than of captures of insurgents (which he ascribed to the influence of the Federal party), view. He described the system of terrorism exercised by insurgent leaders in the guerrilla campaign, and which had led to the assassination of Luna by order of Aguinaldo and said that without that terrorism the guerrilla campaign would have ended very quickly, because the people wanted peace, as they now want it. He eulogized the army and described the difficulty of the quartermaster and commissary departnents in supplying, in a country where there are no roads, more than 500 military

"When you add to that," he said, "you can see what a tremendous task the army had; and as you look back it is remarkable that it succeeded as it did. The activity and skill and ability with which the guerrilla bands were chased were a great surprise to the Filipinos, who got tired of guerrilla

warfare." Then Gov. Taft spoke of the hopes with which the Filipinos looked to the last Presidential election in the United States. The insurrectionists, he said, hoped that Bryan would be elected, and that that would mean a change of policy, a giving up of the islands, and that those who were in arms would assume control. "But when McKinley was elected," said the Governor, "the Filipinos felt that the policy of indefinite retention of the islands was settled. After the election came the organization of the Federal party.

"Then came the publication of the laws nacted by the commission, and the establishment of civil government, and these elements all worked together to bring about the pacification which now exists."

Gov. Taft having gone on to speak of the murder and mutilation of American soldiers, was asked by Mr. Culberson whether he had ever heard of mutilations of Filipinos by American soldiers. Gov. Taft said that he had not. He had heard charges said that he had not. He had heard charges of whipping Filipinos and of the torture known as the water cure. He ventured the statement that there was not a Filipino General or commanding officer in that guerrilla campaign who could not be convicted of being accessory to the deliberate murder of some of his own people for the state in the convertion; and yet some of erate murder of some of his own people for furnishing information; and yet some of these same officers were now municipal officers in towns under American control. The commission had appointed them on the recommendation of military officers. He made that statement, he said, in order to show the feeling of the commission toward these men.

to show the feeling of the commission toward these men.

Speaking of the mutilation of American soldiers, Gov. Taft said that, under these circumstances, it was not to be wondered at that small bodies of American soldiers had, at times, yielded to their outraged feelings against the Filipinos.

He was asked by Mr. Culberson about the Metcalf incident, and said that he had

He was asked by Mr. Culberson about the Metcalf incident, and said that he had never heard of it. He had been trying, he said, to give an explanation of the cruelties ascribed to American soldiers.
"That cruelties have been inflicted," he continued, "that people have been shot when they ought not to have been shot and that there have been cases of the in-

and that there have been cases of the in-

fliction of the water-cure torture there is no doub Mr. Hale-Do you know of any cases where these cruelties have been punished?
Gov. Taft—I suppose there were such cases. I know that courts-martial have been ordered and that some of them have been lectured because the sentences were not severe enough. It is my deliberate judgment that there never was a war conducted in which there was more compas-sion, more restraint and more kindness (assuming that there was war at all) than

has been conducted in the Philippine Islands. "I say that," Gov. Taft explained, "without etantly coming in, from talking with military officers, and from knowing what the general

orders were and what the general policy Mr. Culberson-Do you make that statement after reading Gen. Bell's order? Gov. Taft—That order has been published since I left the Philippines. I have talked with Gen. Bell about reconcentration in the

Province of Batangas. The conditions in that province were produced, I think, by a lack of energy and military activity. a lack of energy and military activity.

Having in the course of some further remarks said that the keeping up of war by the insurrectionists was a crime against the Philippine people, he was asked by Mr. Patterson whether he meant by that that the force fighting for independence had become so small from captures, from battles and from surrenders that those who still remain fighting are guilty of crime.

remain fighting are guilty of crime.

"It is a crime." the Governor answered.

"because it is subjecting their own people. to the greatest privation and suffering."
Mr. Patterson—Is it because you think that independence is practically hopeless that their continuing to fight is a crime? Gov. Taft-I think that their independence

has become hopeless.

Mr. Patterson—And by fighting for it they are guilty of crime?

Gov Taft-They are guilty of crime, on account of the method in which they

The committee adjourned until to- Court of the United States. morrow at 10:30 o'clock.

Paper Chases in Ventee. From the Chicago Record-Herald.

Singularly enough there is no yacht club in Venice, the city of waters, and the people have never taken an interest in yachting. There are no sailboats in the lagoons except haps the citizens have enough of the water without using it for amusement. It may seem too much like business. There is a small boat club for rowing, but the members are chie ly Englishmen and Americans. They have saveral single and two four-oared shells

have several single and two four-oared shells and sometimes have races among themselves, but the public do not give them much encouragement.

There are two riding clubs, however, in a city without a horse or a carriage or a wheeled vehicle of any sort, which you will admit is quite an anomaly. The papers this morning announce a paper chase to be given by one of the clubs sext Sunday. The President of the Club di Lquitzzione has the honor to announce "il primo paper hast della attuale susgione" at 12 o'clock, and says that a special train will leave at 10.30 for Mestre, the first town on the maintand, where it will take place. Venetian sports keep their horses over there, and when they want to ride they are compelled to make a railway journey of twinty minutes, where they have a riding school. There is another club composed 61 officers of the army, on the iddo, an island in the Adriatic, where nearly forty horses are kept.

Helped Out by His Helpmate. From the Rochester Posts Express.

The Rev. Clinton Locke, who was for pal Church in Chicago, was the humodiate predecessor of Ernest M. Stires, recently called to New Yor! Dr. Locke tells this story of how his quick witted wife once saved him from an awkward situation. One afternoon, while enjoying a good book in the parlor, his while chioying a good book in the parior, his wife noticed a woman coming up the front steps whom he perticularly detested. The doctor fied precip t dely, leaving his wife to meet the caller. After a bail hour had passed, by Locke came out of his study and listened at the head of the stair. Hearing nothing below he called down to his wife.

"Has that norm: old bore gone yet?" The caller was still there. Mrs. Locke was equal to the emergency, however, and she called back:

"Yes, dear, she went nearly an hour ago. Mrs. A is here now."

TO FORCE TARIFF REVISION Threat Made by Beet Sugar Men to Gag

Cuban Rellef Plans. WASHINGTON, Feb. 4. -Senator Allison will probably announce the names of the Senate Steering Committee to-morrow, as he was authorized to do by the Republican caucus before the holiday recess There has been no necessity for haste in arranging a programme and so matters have been allowed to drift along in the Senate without any formal decision as to the right of way.

It will be necessary to have a legislative plan, however, when the Philippines Tariff ill, now under consideration, shall be disposed of, as it is evident that the Committee on Interoceanic Canals will not be ready to report a canal bill for some time. It is now practically certain that the Senate will not take the initiative in Cuban tariff legislation, even though the House should be very deliberate about passing a bill. The situation as regards the details of the proposed legislation is very much mixed, but there is now no reason to doubt that a bill making some kind of tariff concessions to Cuba will be framed by the Ways and Means Committee and eventually passed by the House.

Some of the Senators and Representatives who are closest to the Administration fear the political effect of a reduction in the Cuban tariff in the beet sugar States and are trying to find a way to give Cuba the relief demanded without antagonizing the Representatives in Congress from these States. One Senator, who is a man of great influence among the Republicans in Congress and out, is now considering the terms of a bill to be submitted to the rival factions on the Ways and Means Committee of the House, proposing to donate out of the Treasury a sum equal to 25 per cent, of the duties collected on imports cent, of the duties collected on imports from Cuba to be paid to the new Cuban Government for distribution among the needy planters of the island. This plan has been thought of before and rejected as quixotic, but that a Senator of such long experience and great influence as the one referred to should take up the matter now shows the gravity of the situation growing out of the conflicting views of Republican Congressmen.

Faced by the strong probability of de-feat, due to the pressure of the Adminis-tration and of public opinion, to say noth-ing of the attitude of the leaders in the mg of the attitude of the leaders in the senate, the beet-sugar interests are now making the threat that if any reduction of the sugar duties is made, they will force a combination of a sufficient number of Republicans with the Democrats to bring about a general revision of the tariff.

Representatives Babcock and Long of the Ways and Means Committee were in consultation with the President to-day and the conversation was on the same lines as that which took place during the visit of Speaker Henderson and Represen-tatives Dalzell, Payne and Grosvenor.

ERVING WINSLOW PETITIONS. Put In by Senater Hear-They Want Our

"Barbarous" War Shown Up. WASHINGTON, Feb. 4 .- Senator Hoar of Massachusetts to-day presented a mass of petitions, in printed form, signed by "sundry citizens of the United States, emi-nent men of letters and scholars and others, favoring the suspension of hostilities in the Philippine Islands, and that an op-

portunity be given for a discussion of the

situation between the Government and

the Filipino leaders." The petitions ask for an investigation a Senate committee of the practices of the American army in the Philippines, so that the truth may be laid before the people of the United State; that if the reports be true steps be taken at once to stop reconcentration, the killing of prisoners, the shooting without trial of suspected persons, the use of torture, the employment of savage allies, the wanton destruction of private property and every other bar-barous method of waging war which this barous method of waging war which this nation from its infancy had ever condemned. Pending the negotiations with the Filipino leaders the petitions suggest strict orders be given to the American troops to deal with the Filipinos, "as with persons whom one day we hope to make our friends."

The list of signatures is headed by Carl Schurz, W. Bourke Cockran, the Rev. C. H. Parkhuret the Rev. Theodora Cuylor W. H.

Schurz, W. Bourke Cockran, the Rev. C. H. Parkhurst, the Rev. Theodore Cuyler, W. D. Howells, Mark Twain, Anson Phelps Stokes, George Factor of Parks Foster Peabody and A. Aug Healy of New York; Ervi field Storey, George S. Francis Adams, Robert R. Codman, of Boston, Charles Eliot Norton and others of the faculty of Harvard Uni-versity; Prof. James R. Angell and thirty-five others of the University of Chicago; George F. Edmunds and Herbert Welsh of Philadelphia; J. Sterling Morton of Ne-braska and Judson Harmon of Cincinnati.

NEW COMMERCE BILL.

Aimed to Protect Small Railroads-Put in by Senator Elkins.

WASHINGTON, Feb. 4. Senator Elkins, chairman of the Committee on Interstate Commerce, to-day introduced in the Senate a voluminous bill, amending the Interstate

It authorizes the Interstate Commerce Commission to correct unjust rates for frieght or passenger service after proper hearings, and gives the commission power to enforce its rulings in that regard.

The orders of the commission are to be enforced in any United States Court for the district through which the road concerned may run, and appeals from these decisions are allowable to the Supreme

The bill also legalizes the pooling by two or more reads of their traffic or earnings and permits agreements for the maintenance of rates, all contingent upon the approval of the Interstate Commerce Comon, which receives power to enforce contracts or agreements through

the United states courts.

Section 4 makes violations of the Interstate Commerce law misdemeanors subjecting the offending corporations or their officials to fines of not more than \$20,000 the United States courts. Senator Elkins says the commission was not consulted in drawing up the mea-ure, and he expects some opposition to it from the big railroad systems. It was designed for the protection of the smaller ds, to prevent their consolidation wit

A Clam's Oneer Coin. From the New Haven Leader

There is in the possession of John W. Woodward a remarkable coin which has been e-amined by several local coin collectors as others in New York city, and which the seen able to find any trace of the oness of to have any who have seen it even see of Mr. Woodward in a very pecuis

Mrs. Solideach. This paper anys that the Bang-National Bank is in trouble.

Mr. Solideash -Let me see. Am I director

that or not? Partitions Attenuive is the salest and surest of Blood